

AUTO AMBULANCE CONTRACT CLOSED WITH LOCAL FIRM

Philadelphia Naval Hospital
Will Install Two White
Steamers.

The United States Government last week closed a contract with Cook & Stoddard, of Washington, for two White-Steamer ambulances for use at the Naval Hospital of the Philadelphia Navy Yard.

The automobile ambulance is by no means a novelty, several of them having been highly satisfactory in private hospitals of the Quaker City for over a year.

The purchase of a White-Steamer for the West Point Hospital, about a year ago, marked the Government's first interest in this adaptation of the motor. The experiment proved so successful that it is probable that the purchase in Philadelphia marks the beginning of general installation of autos where the area covered is large.

"I firmly believe that the auto-ambulance has come to stay," said J. M. Stoddard, in commenting on the purchase, "and it will only be a matter of time until the horse-drawn vehicle for this purpose will be to a large extent supplanted by the auto. This is especially true of our large cities, where instant action is imperative and the expense of stabling horses is correspondingly large."

A. E. Schwarz, of New York, came over the road from New York city last week in his Mercedes-Simplex. He is storing his car at the Central Garage while in Washington and will remain here until the close of the Benning races.

A 1906 Columbia demonstrator arrived at the Dupont last week. The machine is a gasoline car, listed at 48-horsepower.

Among the purchasers of Reading-Standard motorcycles last week was T. S. Wansleben, to whom was delivered a two-cylinder, 6-horsepower cycle. The machine is one of the more elaborate models. It is equipped with mechanical valves and all the latest appliances used by the Reading-Standard makers. L. H. Dewey was also the purchaser of a twin cylinder machine similar to Wansleben's.

George Bell, R. L. Ryan, and George La Bonta made a run to Baltimore last Sunday on motorcycles and completed the round trip without accident.

A section of the party that set out on this trip went as far as Laurel. The riders were Jack Lamphier, Reading-Standard; L. H. Dewey, Indian; Harry Allen, Indian; Jack Conway, Marsh-Metz, and R. L. Marmon, Curtis.

Twelve members of the Automobile Club of this city will take their cars today for the first spring run to Ridgeville.

The start will be made at 9:30 o'clock, and on the trip out they will take the road by way of Olney, Leesville and Damascus. A country dinner will be served at a hotel at Ridgeville, and on the return run the motorists will follow the Brookville pike.

Those who will furnish the autos are Harrington Mills, W. A. Copenhaver, H. C. Chandie, R. V. Caverly, T. B. Spence, Royce Hough, John K. Hyle and W. D. West.

Although Miss Elsie Janis, who played at the National last week, was disappointed in not being able to bring her big Thomas Flyer to Washington, owing to tardy delivery, she was not without an auto while in this city.

The Motor Car Company furnished her with a 70-horsepower Thomas Roadster. Miss Janis made a number of runs to points of interest in the vicinity of Washington, always driving the car herself. She is never accompanied by a chauffeur, and her skill bears out her implicit self-confidence at the wheel. In addition to being one of the youngest American stars, she is the youngest woman driver of a high-powered car. She drives at high speed, and is said to combine driving with rare skill in handling her machine.

Last week was marked by the heaviest shipment of autos which was ever brought to Washington.

Nine carloads of Thomas cars left the Thomas factory at Buffalo eight days ago, and reached this city on Monday at noon. The consignment included Thomas Taxicabs, Thomas town cars, a 1908 40-hp touring car, and a Thomas-Detroit tourabout.

One of the handsomest machines received here for some time arrived at the Motor Car Company's rooms last week. It is a 1908 Thomas Flyer, finished in imperial green, with straw-colored running gear.

At a meeting last Tuesday evening plans were laid for the formation of a motorcycle club for this city.

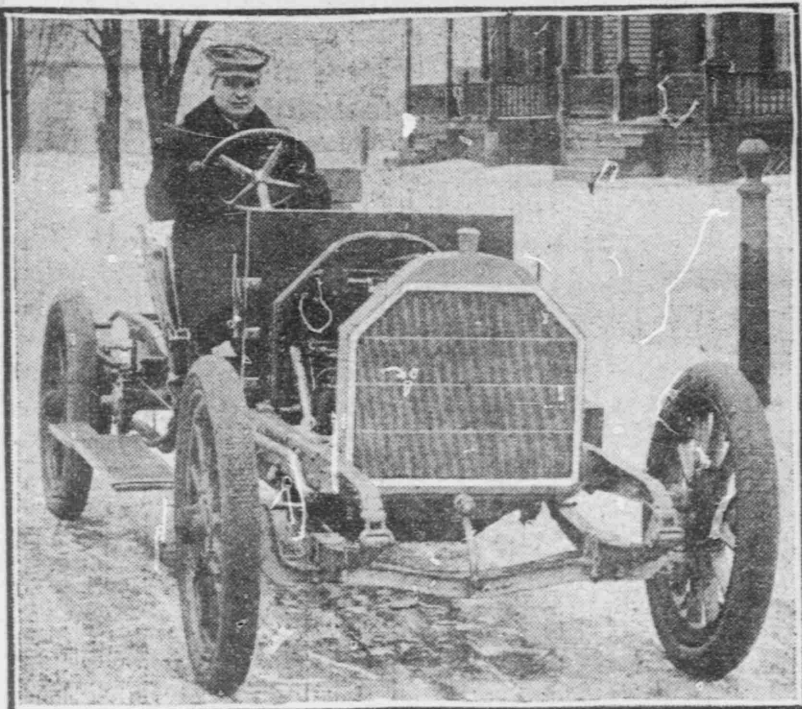
The session was held at the agency of T. N. Mudd, Jr., and about twenty cyclists were present and pledged their support to the movement. No organization was perfected, but a committee was appointed to investigate the possibility of obtaining a hall. The committee consists of T. N. Mudd, Jr., George Frankel, George Bell, L. H. Dewey, and James Barnes. A meeting will be held in the near future for the purpose of drafting a constitution and setting upon a site for headquarters.

Business in the sales departments is picking up with the approach of spring. Several firms report sales, the Charles E. Miller agency and Cook & Stoddard being among the leaders. All the local agents are genuinely enthusiastic about their prospects and are spending a large part of the time in demonstrations to prospective purchasers.

Charles E. Miller reports sales of second hand Indian motor cycles to L. P. Dorsett, Seventeenth and U streets northwest; R. D. Penland, 723 Florida avenue; George Revell, 1242 Sixth street northwest.

Three carloads of second hand cars in good condition will arrive on Monday at the Nickerson Automobile Exchange. From the business of the first few

AMERICAN AUTO MAKERS READY TO STAKE CASH FOR WINNING DRIVERS



BARNEY OLDFIELD,

Great Track Star, Who Will Enter His First Road Race in Coming Event in Westchester County.

OLDFIELD WILL PILOT CAR IN BRIARCLIFF

The Briarcliff Road race, which takes place next month, is the opener of the automobile racing season.

In this event Barney Oldfield, America's champion and premier motorist, will make his first appearance in a road racing event. Previous to this time Barney has been a track star and with Kiser and other of the celebrated American drivers has refused to contend in road events, owing to the fact that winning meant little more than a large silver cup, the holding of which helped little toward paying rent. In other words, it has always been a case of gate receipts to Oldfield, Bald, Savin, and all the rest of the good American drivers, just as it has been the gate receipts that has kept up baseball and other sports.

This time, however, it is slightly different. The American manufacturer is tired of having his cars finish poor thirds and fourths and getting publicity when they are from twenty-five miles to fifty from the winners, so in the Briarcliff, first, second, or third will

make a hit in this city and that the exchange is a fixture among the local auto establishments.

F. R. Bump, sales manager of the Franklin Manufacturing Company, of Syracuse, N. Y., was a visitor at Cook & Stoddard's garage last week.

A 1908 Thomas Flyer, 60-horsepower, was delivered to Mrs. M. K. Safford, at Stonleigh Court, last week by the Motor Car Company. The machine is a four-cylinder car, with seating room for seven passengers.

A model H Mitchell was sold to Dr. Francis McQuillan, 208 B street southeast, last week by the Flynn Motor Car Company.

One of the places in which the automobile has most noticeably displaced the horse is in its use by the various municipal departments of large cities. City engineers, street inspectors, police commissaries, fire marshals, and other officials are now furnished with motor cars instead of the old-time "horse and buggy."

In the city of New York nearly every department is equipped with one or more cars. The police department has six, the department of health seven, the street-cleaning department twelve. The board of education uses three, one of them a four-ton truck. The commissioner of public works rides around in a demilimousine.

Each department in ordering its motor cars seems to have tried to get something different from the others, and as a result thirty-one different makes are represented with only a few cars of each kind in use. Of the cars of which more than one is used, one of the most popular is the Franklin. Four of these are in use by the water, gas, and electric department, and the department of bridges.

"That there are not yet enough types of cars, particularly commercial vehicles, on the market, is every day more evident," said Harry Levey, a young business man of large interests, who has become identified with motor racing. "I am in the market for thirty-two light, gasoline delivery cars, capable of a carrying capacity of fifty-four cubic feet, but of not necessarily more than 200 pounds, besides the driver. The ideal car for my purpose would be a runabout of the buckboard type, costing about \$300, and I could place as many more among business connections. I do not know of anything now built which fills these requirements, yet the thing is so simple that I could build it myself."

A Garage

Where unexcelled service has merited an ever-increasing patronage.

Reliable Repairs

Made by experienced machinists under personal supervision.

Bargains in Good Cars

One 4-passenger touring car in fine condition.
One 3-passenger Cameron runabout—almost new.

Dewey Garage

1319 L Street N. W.

Phone North 4351.

GLIDDEN CONTEST A SEVERE TEST FOR RELIABILITY

Complete Details Promised by Rule Committee for April.

Points on Changes in Rules of Run

Pleasure phase will be eliminated.

Tire repairs not counted in actual running time.

Tie will be run off after finish.

NEW YORK, March 28.—Several important changes will be made in the rules for the Glidden cup tour of the American Automobile Association this season.

Frank B. Hower, chairman of the touring board, has had several conferences regarding the route and the method of conducting the tour and automobilists will be glad to learn that complete details will be issued early in April. One important feature is that there will be no effort this year to call the tour a pleasure trip. It has always been clearly recognized as a contest, as the manufacturers have been its chief supporters, but efforts have been made in former years to give the semblance of a pleasure jaunt to the two weeks' run.

This phase has never succeeded and the touring board has decided to ignore the supposedly pleasure side of the trip, and the event will be officially designated as a reliability touring contest. The will at once remove the cause for objection sometimes made that the daily runs were far too strenuous for leisurely and comfortable touring.

Subject of Tire Repairs.

One of the rules that has received careful attention has been on the subject of tire repairs. The committee has determined that contestants this year will not be required to make up the time lost in replacing or repairing tires.

Another change will be the permission to carry the name of the car on the radiator. This has not been allowed in previous years.

In Case of a Tie.

The provisions for the award of the trophy are of the fairest sort, with no chance for a dissatisfying tie at the finish. Any tie will have to be run off, but it will be settled by quick action, not a run of any predetermined distance, but a test in which the first evidence of superiority in a day's run settles the question.

Entries can be made at any time now with only the name of the car and entrant given, as the driver and observer do not have to be nominated until July 2. But Lewis will chart the route again this year, and the checking will be in charge of E. L. Ferguson and Mortimer Reeves.

SIX-CYLINDER PROVES WORTH AT SAVANNAH

Opponents of the six-cylinder car received a sad jolt at Savannah when the entries entered showed a worthy Vanderbilt cup entrant, and ran at greater speed than ever was shown by touring cars in previous events, attaining as high as eighty miles an hour in the straight stretches.

The great speed, the ability of the cars to get away, and also their smooth running qualities, excited admiration.

The success of the six-cylinder cars in the annual tour of the A. A. A. created an impression, and will result in the entry of a large number this year, including several Great Arrows by the George N. Pierce Company, who sent a six-cylinder Greater Arrow on the tour of 1908, when the big car created a veritable sensation by carrying no less than nine people.

The Great Arrows last year gained perfect scores and this year's tour will bring a horde of large car entrants into the limelight.

The Trouble With John Was

John Smith bought a slightly used runabout from "The Nickerson Automobile Exchange," 309 1/2 14th Street Northwest, for \$350. After having used his machine for three weeks and received such good service, he decided upon one of Nickerson's touring cars at \$575. John says he would not take \$1,500 for his bargain.

We can do the very same thing for you. It means a saving of 70 per cent for you. We handle nothing but first-class second hand cars, bought from people who needed cash and sold their machines at a sacrifice. We are the largest dealers in the country, having a factory at Wyndmar, Pa., where we overhaul cars. Our main salesroom is in Philadelphia, 1423 to 28 South Penn Square, one-half square from Pennsylvania Railroad (Broad Street Station), where we have all makes and styles of cars. If we haven't what you want at our Washington show room, let us know what you desire and we will ship it to Washington. We can get you anything you want in an automobile at our Philadelphia Branch.

1906 Ford; this is a bargain..... \$425
1907 Detroit..... \$400
1906 Ford Touring Car..... \$550
1906 Mercedes..... \$1,250
1907 Daimler..... \$1,325
1906 Cadillac Runabout..... \$350
1906 Cadillac Touring Car..... \$350

One Baker Stanhope.
One Baker Runabout in good condition.
Three Waverly Runabouts.
One Columbia Victoria.
Gasoline Runabouts—
One Pierce Arrow.
One (1907) Cadillac.
Gasoline Touring Cars—
One Jackson.
One Cadillac.
One Winton.
One Starns.
One Stevens Duryea.
One Columbia.
One Corbin.
One Franklin.
One Columbia Roadster.
All cars guaranteed to be in good running order.
Several newly finished.
If you want a car—get it now.

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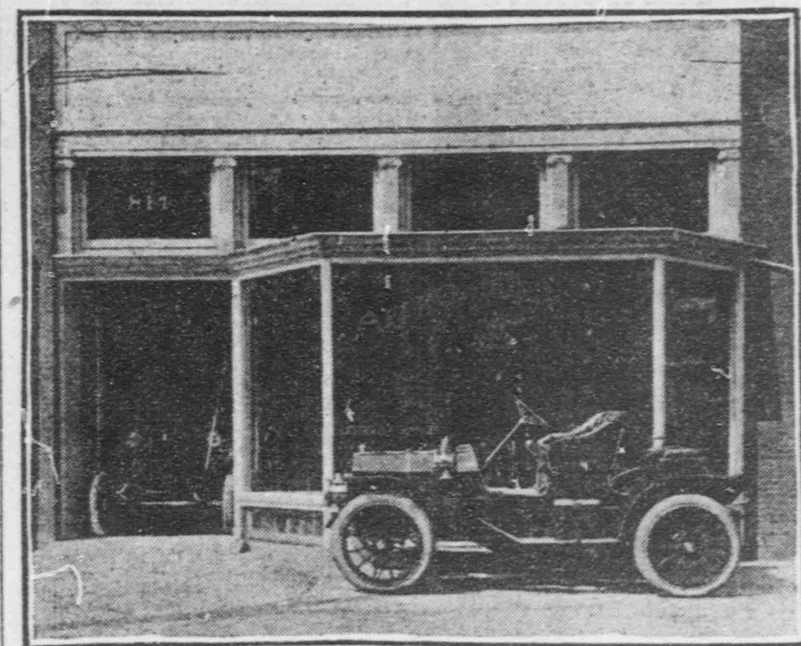
FACTORY: WYNDMAR, PA.
Phone, White Marsh 1746-A.

Nickerson Automobile Exchange

309 1/2 14th Street N. W.

Phone Main 5971.

Reo Moves Into Its New Home In Center of Auto District



SALESROOMS OF REO, 814 FOURTEENTH STREET.

Rooms Used Exclusively
As Show and Sales
Floor.

On Monday last the new home of the Reo auto was opened to the public at Fourteenth street, directly opposite the Pope building, where the agent, Lester D. Moore, has had his headquarters since acquiring the agency for this make last fall.

The new salesroom strengthens the claim of lower Fourteenth street and New York avenue to the title of Washington's automobile row. It is on the ground floor and is lighted by a plate-glass window extending the entire length of the room, which also affords a view of the line of Reos displayed in the room.

The room on Fourteenth street will be used exclusively as a show and salesroom. A garage will be established in the rear future by Mr. Moore, but will be located in a separate building.

WILL SUBMIT CAR TO A SEVERE TEST

LONDON, March 28.—A particularly useful test of a novel character is to be carried out by the Royal Automobile Club next month with the well-known single cylinder Cadillac cars, of which such a large number are now in use in England.

Every practical motorist is fully aware of the enormous advantages that are to be derived from accuracy of workmanship, and an absolute insurance against the possibility of breakdown. The Anglo-American Motor Car Company have determined to obtain an official certificate as to the exceptional merits of their vehicles in these respects.

The expert and technical committee of the R. A. C. are to select any three 10-horsepower Cadillac cars from the showroom stock, whether from unopened packing cases that may have just arrived from the United States or from those cars which are ready for delivery to British customers. These three machines will then remain under official observation until the conclusion of the trial. Each of them is first to be completely dismantled at the R. A. C. motor house, all the parts being mixed up indiscriminately into a single heap.

The committee will then single the various pieces out into three separate piles, when it will be the duty of the mechanics to reassemble a complete car from each set of parts and to do so without altering any single part and without the use of any tools other than spanners.

PERFECTLY PLAIN.

With all the impartiality of the partisan, Prof. Price set forth the contentions of both political parties regarding the tariff now. It's just like a lover's comparisons—the free-traders are the other girls!

At the close of his talk, says the Youth's Companion, he was surrounded by the fair members of the Woman's Current Events Club.

"Oh, Prof. Price," cooed the fairest, "thank you so much for your perfectly lovely talk! I understand all about the tariff now. It's just like a lover's comparisons—the free-traders are the other girls!"

SIGNS OF SPRING SHOW IN SALES AND MANY RUNS

Warm Weather Also Has
Salutary Effect on
Sales.

The intimation of an early spring in all parts of the country seems to have had a salutary effect on retail trade in all quarters.

Inquiries are undoubtedly more frequent than they have been at any time since the first of the year, and sales on a conservative basis are reported from nearly all sections of the country. The opening of the season is being stimulated to a considerable degree by the approaching New York trade carnival with its attendant parade and hill climb. The announcement that Chicago will also have a similar celebration seems to help general retail trade conditions.

Briarcliff Event.

The coming Briarcliff race is attracting the lion's share of attention in racing circles. Scheduled to start at 4:30 a. m. on the morning of April 24, the race is likely to be an interesting one from many standpoints. The field will be fairly large, and as the course is much more difficult than that at Savannah, there is likely to be much heavier elimination before it is half finished.

The Quaker City Automobile Club announces a "roadability" test, to Cape May City from Philadelphia on April 11, which is calculated to be of some interest. Cars will start from the Hotel Walton and make the run, the time allowed being indicated in sealed papers carried by the cars. The car which makes the run in elapsed time nearest to the allowance made by the club, but only announced at the close of the run, is to be the winner. As a mind-reading test alone, the idea is novel. What it is to prove, outside of reliability, seems hazy.

BUREAU OF TOURS TO ISSUE ANNUAL

The Bureau of tours of the Automobile Club of America is at work on this compilation of its year book.

This volume—convenient, pocket size, leather bound, gilt edge—will contain a vast amount of concentrated, bulled down information, essential to comfortable touring, whether planning a trip in this country or abroad. It will also contain a list of hotels, garages, attorneys, and physicians that hold the official appointment of the club in various localities. As the book, which will be one of the most useful of its kind ever published in this country, goes to press within a month, any hotel or garage desiring to make application for the official appointment must do so at an early date in order to insure the application being passed upon in time to be printed in the official book. The year book will be distributed free of cost to all members of the club, and to the subscribers to the bureau of tours, the new class of associates just authorized by the board of governors; it is expected this class will run up in the thousands.



REO
Runabout
\$675

Complete With Top
Something to Think About

A car especially designed for the Physician—Professional and Business man because

It Saves
Time and Expense
And Is Always Ready When You Are

In addition to its practical value, it is a source of pleasure, unalloyed by the troubles so many multiple cylinder cars are subject to.

The real, actual hard work this car will do is a surprise even to its owners.

In sand, mud, on hills and bad roads, under all adverse conditions, this little car develops ability that cannot possibly exist in heavier, more complicated cars.

Efficient, durable, economical, powerful, of pleasing appearance and attractive finish, it is all the most exacting purchaser could desire.

The passenger capacity is four, all facing forward. Touring Car ability at a Runabout price. The rear seats can be closed as illustrated above.

Equipped with Michelin tires. We will demonstrate to you at your pleasure.

Lester D. Moore, Jr.

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